

RESOLUTION 844**NEWGEN ISS PILOT TESTS**

PAC(52)844/(Mail A467)(except USA) Expiry: Indefinite
Type: B

WHEREAS IATA is developing a new generation of IATA Settlement Systems (NewGen ISS) aimed at transforming the current ISS business model to deliver pro-active, value added services with greater customer focus;

WHEREAS NewGen ISS will entail a number of proposed new features, including:

- a range of accreditation models reflecting a wider array of business models for Agents;
- a more secure environment for all participants through appropriate credit management tools and other measures;
- a new global default insurance offering reliable coverage for BSP Airlines and increased flexibility for Agents;
- an additional industry payment method, based on a pay-as-you-go system (IATA EasyPay).

WHEREAS to further develop NewGen ISS, IATA needs to conduct pilot tests of the above-mentioned proposed features in a number of BSPs around the world;

WHEREAS IATA needs to implement NewGen ISS without one or more of the above-mentioned proposed features as a result of local banking infrastructure and regulatory challenges without prejudice of the possibility to introduce such features when available.

WHEREAS the new proposed features of NewGen ISS are not provided for in the other Resolutions of the Conference;

It is therefore RESOLVED

1. Notwithstanding the terms of the other Resolutions of the Conference, IATA is hereby authorized and empowered to conduct pilot tests of the above-mentioned new features of NewGen ISS in the BSPs where it deems it to be appropriate subject to the approval of the Passenger Agency Conference Steering Group.

2. IATA is hereby authorized to implement NewGen ISS pilot test without an additional industry payment method (IATA EasyPay) until such is available locally, subject to the approval of the Passenger Agency Conference Steering Group. The following conditions will apply:

2.1 For Agent with Standard Accreditation with Cash Facility, if All Amounts Owing are, at any time, equal to or higher than the Remittance Holding Capacity, the Agent will not be restricted from using Cash Payment Method until such Alternative Transfer Method is offered.

2.2 Agents with Standard Accreditation with no Cash Facility will be allowed to make advanced payments to the Hinge Account for cash sales without prejudice to their ability to use credit card.

2.3 If the Risk Event of a failure to provide a Financial Security occurs, where the request relates to an increase in the amount of a Financial Security and IATA already holds a Financial Security for that Agent, failure to provide the increase in the amount of the Financial Security by the deadline will result in the Agent's Remittance Holding Capacity being reduced to the same amount of the Financial Security already held by IATA.

2.4 Pursuant to [2.3](#), the Cash Payment Method will not be restricted. In the event that the Agent holds Standard Accreditation with no Cash Facility, the Agent is permitted to continue operations by making advanced payments to IATA Hinge Account, until such time as the Agent provides the required Financial Security, except where such request relates to the provision of a new Financial Security.

2.5 The Passenger Agency Conference Steering Group will review the status of such pilots on annual basis to determine the feasibility of introducing [Resolution 812](#) along with all of the above-mentioned features.
